Appendix A

Safety Rules (for all MGBs)

Rule	Reason
1. Do not throw tie-down straps across loads or vehicles when strapping or unstrapping loads.	To prevent injury to personnel and damage to equipment.
2. Do not drop, throw, or shove components off loads or vehicles.	To prevent injury to personnel and damage to equipment.
3. Always check all tie-down straps prior to crane-lifting pallets onto vehicles.	To prevent injury to personnel and damage to equipment.
4. Check tightness of tie-down straps during convoy rest stops.	To prevent injury to personnel and damage to equipment.
5. Do not drop pallets without rubber bumpers.	To prevent damage to equipment.
6. Do not put fingers or hands into pin holes or between components being moved.	To prevent injury to personnel.
7. Ensure that all members of work party are fully aware of action to take place prior to start of action.	To prevent injury to personnel and damage to equipment.
8. Do not use any type of metal object to drive pins or shoot bolts. If a pin or shoot bolt has to be driven, use a rubber/nylon-faced hammer or a block of wood.	To prevent damage to equipment.
9. Do not use carrying bars on bridge during booming procedures. **USE HANDS ONLY ON BRIDGE.**	To prevent injury to personnel and damage to personnel.
10. Do not position yourself between girders during booming of bridge. **STAY OUTSIDE OF GIRDERS.**	To prevent injury to personnel.
11. Do not release roller locks until bridge is being held by manpower or vehicle.	To prevent injury to personnel and damage to equipment.
12. Do not try to boom a bridge larger than 2E + 8 bays by manpower. Always use a 5-ton truck (loaded). If any doubt exists as to the ability of work party to boom by hand, **USE A TRUCK.**	To prevent injury to personnel and damage to equipment.
13. Do not engage roller locks while bridge is moving over rollers.	Roller locks will break, or bridge will skew over rollers.

Rule	Reason
14. Ensure that all roller locks are engaged before disconnecting vehicle from bridge.	To prevent injury to personnel and damage to equipment.
15. Ensure that jack seat is always positioned on support pins or capsill pins in holes 1, 2, or 3 from bottom of adjustable support. **NEVER USE HOLES 4, 5, OR 6 FOR JACK SEAT.**	To prevent injury to personnel and damage to equipment.
16. Monitor the jack-up of roller beams and/or capsill to ensure that they are not jacked too high. The fixed pins must never get within 2.5cm (1 inch) of the top of the adjustable support vertical posts.	To prevent injury to personnel and damage to equipment.
17. Ensure that all personnel are clear of the bridge during booming/launching/ relaunching.	To prevent injury to personnel.
18. Ensure that the push vehicle is centered over bridge centerline and is in line with the bridge throughout the boom/launch/delaunch.	To prevent damage to equipment. Bridge will skew over rollers
19. Always use a loaded vehicle (LRD load) to boom/launch/delaunch all DS bridges.	To increase vehicle traction.
20. Always use the access holes in the side of the LRP to operate the jack. Keep hands and feet clear of the LRP base when operating the jack.	To prevent serious injury to personnel.
21. Ensure that the jack heads are properly seated in jack hoods prior to applying load to the jack.	To prevent damage to equipment.
22. Ensure that the jacks are properly placed for the bridge that is being raised/lowered.	To prevent injury to personnel and damage to equipment.
23. Monitor jacking operation to ensure that the bridge is lowered/raised as evenly as possible.	To prevent injury to personnel and damage to equipment.
24. Use CG and boom markers in correct position at all times.	Improperly placed markers can result in bridge tipping down at the heavy end.
25. Never jack the near end of bridge if the far end is up on the LR or LRP.	LR and LRP are not equipped with a lock; bridge is free to roll.

Rule	Reason
26. Put lock pins in panel, bracing, and nose pins as identified below: **a.** Bracing pins - **ALL** **b.** Nose pins - **ALL** **c.** Panel pins – **ALL,** except where bottom panel connects to top panel. Shoot bolt jaw traps ridge on pin against panel. **d.** Headless panel pins - **ALL,** both ends of pin. Be especially watchful with the pins in the LNCG and posts.	Pins can vibrate out at certain stages of construction or as traffic crosses.
27. Ensure that support pins are fully seated in the adjustable supports.	Jack seat bears on pin taper and pushes pin out.
28. Put lock pins in support pins if bridge to be constructed is 2E + 13 or larger.	To prevent pins from vibrating out.
29. During launching, the LRP must be placed at the given (or higher) LZ number when the published CG is over the roller which is nearest the gap.	Launching equipment will be overloaded.
30. When delaunching, check the V distance to ensure that it does not exceed the V distance given in Table 31, page 39.	Launching equipment will be overloaded.
31. Jack on far bank only when near bank end is on locked rollers and **PUSH BAR is DISCONNECTED from BRIDGE.**	Vertical movement is limited when vehicle is connected. **a.** Jacking up under nose as it crosses far bank may buckle light nose, overload nose cross girder, or over-compress push bar. **b.** Jacking down may over tension push bar. Launch equipment will be overloaded.